

REPORT

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REPORT NO.

THIS IS UNEVALUATED INFORMATION

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1. The Benzina mixing plant and POL depot in Hnevce (O 51/F 62) was built during World War II by the Germans and has not been expanded since 1945. It covers an area totalling 12,000 square meters.
2. The plant mixes all products made by the Stalin synthetic gasoline works in Most. Gasoline, benzol, naphtha and oils are mixed in all combustible fuels used by the army, air force and civilians in Czechoslovakia.
3. It is believed that about one-third of the Hnevce mixing capacity will soon be transferred to a new plant in Havlickuv Brod. It is also thought, however, that incoming shipments to the Benzina plant will remain at the same level. The transfer to Havlickuv Brod is understandable since it will eliminate the danger of surprise air attacks, since POL supplies in the mountainous area of Ceskomoravska Vysocina for better protection, and locate an aircraft gasoline dump between Bohemian and Moravian operating airfields such as those at Ceske Budejovice, Pardubice, Havlickuv Brod, the air academy at Hradec Kralove, Prerov, Vyskov, Brno, Olomouc, etc.
4. The Most-Hnevce underground pipeline is in operation; it has not been overhauled since 1945; there are frequent leakages. The line is made of steel pipes. Welders from the Hnevce dump are kept busy repairing the leaks. They receive a 5,000 to 10,000 Czech crown danger bonus per month. A pipeline between Havlickuv Brod and Most has been built.
5. The above-ground buildings at the plant are made of wood, with the exception of a porter's house and ventilation towers. For the most part they are wooden shacks along the plant rail spur used for unloading and storing materials. The terrain is sandy and covered by orchards and vegetable gardens. Craters resulting from Allied bombing raids during 1945 have been filled.

25 YEAR RE-REVIEW

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6. The production buildings are underground. Exact details are not known, but it is reported that four blocks are used as mixing halls; a fifth such hall exploded in September 1952. Three workers were killed. The concrete roof of the hall was blown off; as of February 1953, the damage had not been repaired and the crater was still visible. It is possible that the number of underground halls not used for mixing may correspond with the eight ventilating shafts that are visible on the surface of the plant area; there are no ventilation towers for the mixing halls. These halls may be used for the storage of POL before and after mixing. Workers at the plant are allowed to enter only the hall in which they work.
7. The Benzina plant is guarded by a detachment of about 25 plant militia (Zavodni straz). They wear blue-grey uniforms with puttees on duty, but arrive at the plant in civilian clothes. They are mostly young men, Communist Party members; they are armed with pistols and submachine guns. They guard entrance gates and patrol along the perimeter fence as well as receive military training on the hill at the top of the dump (sic). No anti-aircraft emplacements have been seen at the plant. A three and one-half meter high wire mesh fence surrounds the plant; it is affixed to concrete poles about 10 to 15 meters apart.
8. Electric energy for the plant's operation is provided by the Litomerice power plant. Benzina, however, has its own generators for use in an emergency.
9. The number of tank trucks which leave the plant daily is unknown. They are mostly Skoda make of 1,000 liter capacity; they are marked with the Benzina sign. Drivers are civilians. The trucks' destination is unknown.
10. The Hnevice harbor can hold an estimated eight tanker barges at one time. Of these, it is thought that four can be unloaded simultaneously. Barges arrive spasmodically 25X1
During the summer of 1952 and the winter of 1952- 25X1
1953 traffic stopped because of frost and low water level. When a tanker is due at the harbor, the POL depot engages all available transportation companies and even farmers with horse-drawn carts to carry the loaded steel cylinders provided by Benzina from barge to the depot.
11. The Hvenice POL dump is officially part of the Benzina national enterprise but is supervised and controlled by the Ministry of National Defense in Prague. The nearest Benzina office 25X1
is in Roudnice nad Labem. The commanding officer of the installation is Major (fnu) Leiner.
12. All visitors to the Hnevice depot are dressed in civilian clothes. Seven or eight visitors are estimated to arrive a month by car. A Russian has never been observed.
13. All Hnevice workers are issued a special pass from the

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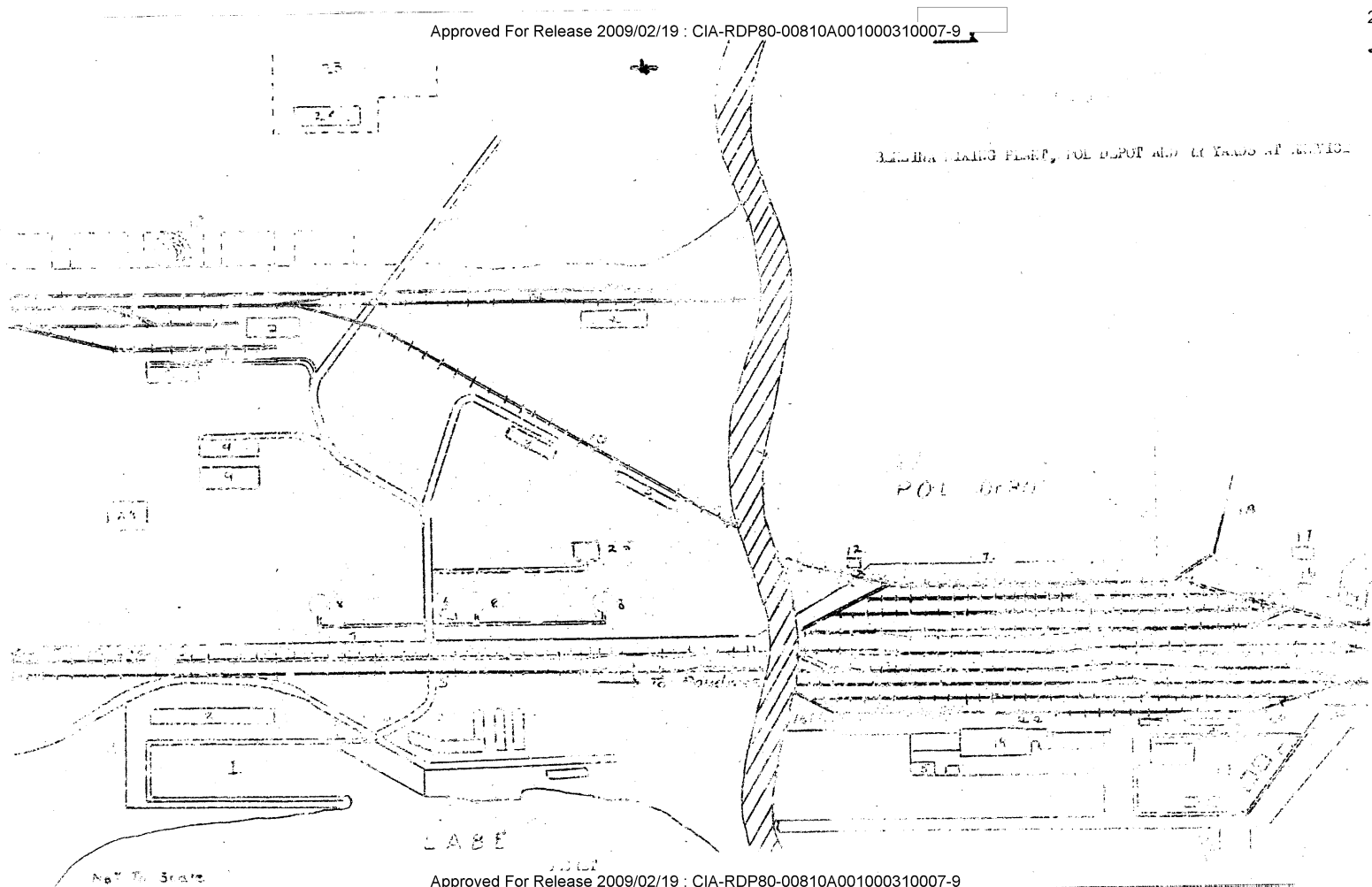
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Ministry of National Defense. The numbers on the passes are known only to the commanding officer.

14. About 40 men per shift commute by rail to Hnawice; many take the Stetl ferry boat. The labor force works in two shifts, from 6:00 a.m. to 5:00 p.m. and from 5:00 p.m. to 6:00 a.m. The average pay of the workers is about 4,000 crowns. Many workers are reported to be unsatisfied with the low salaries and the danger; there are reportedly a large number who have requested transfers.

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LEGEND

1. Harbor
2. Storehouse
3. Wire fence
4. Private road
5. Underpass
6. Gatehouse
7. Wire fence
8. Vent tower
9. Wooden buildings
10. Spur track
11. Irague and Roudnice RR
12. POL depot gate
13. Probable location of underground blocks (crater in third mixing hall which blew up in 1952)
14. Hnevice RR station
15. Railway employees' house
16. Railway switching tower
17. Private houses
18. Spur track to deserted sand quarry
19. Underpass
20. Unloading yard
21. Coal shed
22. Station platform
23. Militia range and training ground
24. Wooden hut (army type)
25. Entrance
26. Entrance
27. Village of Hnevice

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